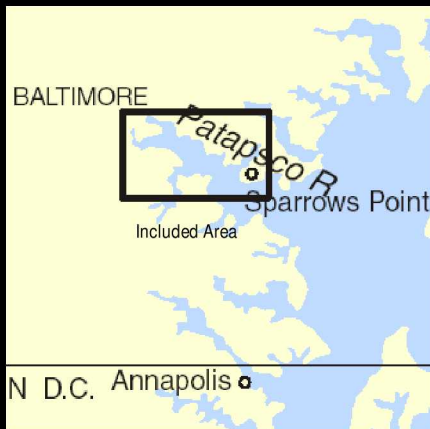


# **BookletChart<sup>TM</sup>**

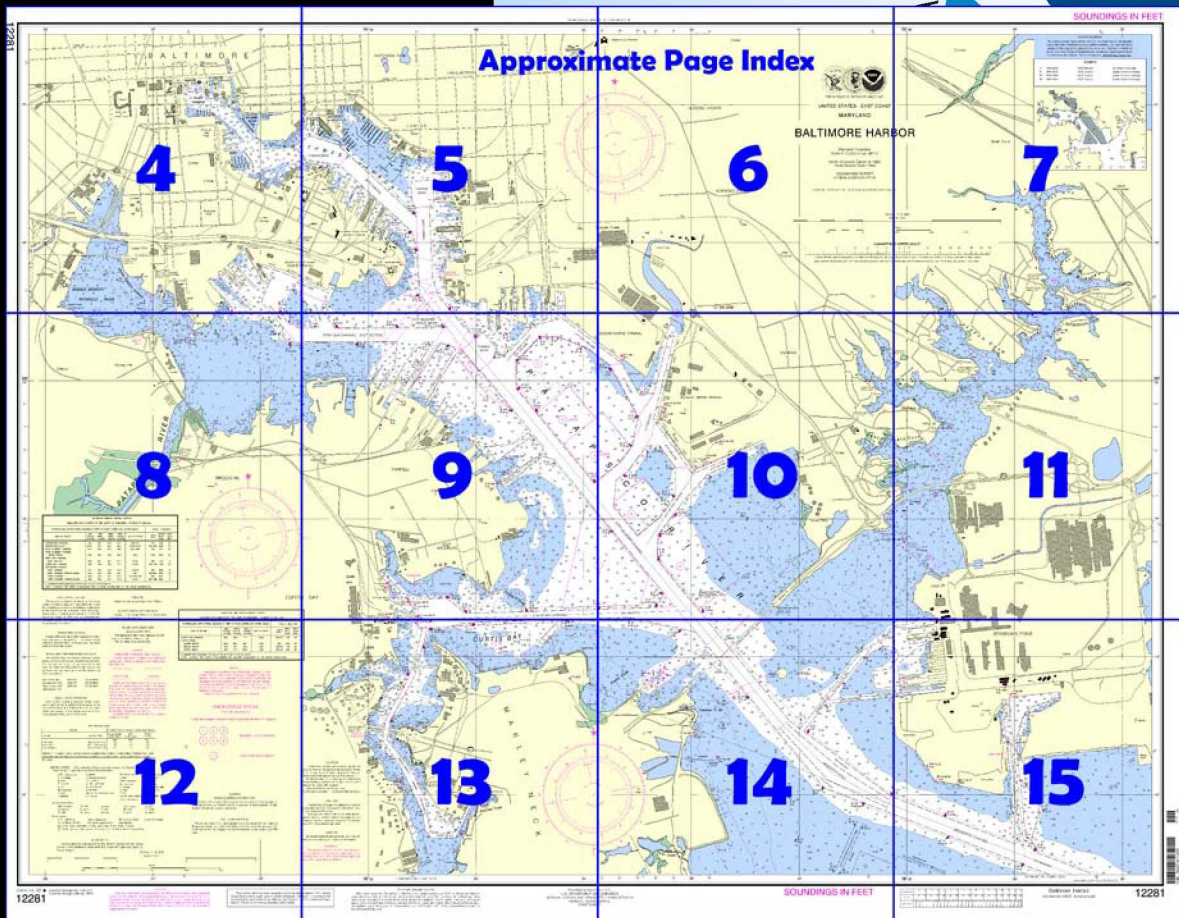
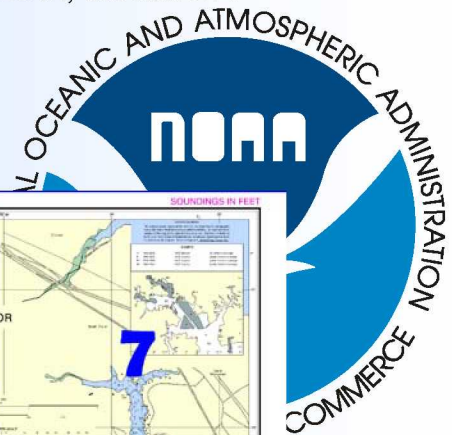
## **Baltimore Harbor**

**(NOAA Chart 12281)**



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

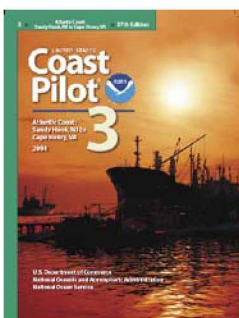
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 3, Chapter 15 excerpts]**

(33) Currents in the harbor are 0.8 knot on the flood and ebb. In May 1981, strong currents were reported in the vicinity of Fort Carroll and Brewerton Angle on the change of tides.  
(123) **Bear Creek** has channel depths of 8 feet or more almost to the head. Rocks, covered 2 feet and marked by a daybeacon, are 550 yards southeast of Sollers Point. Numerous piles and obstructions are in the entrance to the creek between Coffin Point and Lloyd Point.

- (124) **Peachorchard Cove** has depths of 7 feet for 0.4 mile to within 0.1 mile of its head.  
(125) The railroad bridge 0.9 mile above the fixed bridge has clearance of 8 feet.  
(126) **Lynch Cove** has general midchannel depths of 8 feet or more for 0.6 mile, thence shoaling to 1 foot to the head 0.8 mile above the

entrance.

- (127) There are small-craft facilities in Lynch Cove.  
(128) **Schoolhouse Cove** has depths of 7 feet to near the head. A yacht club is on the east side of Bear Creek below Schoolhouse Cove.  
(129) The bridge over Bear Creek above Schoolhouse Cove a clearance of 12 feet.  
(130) A 6 m.p.h. **speed limit** is enforced in Bear Creek above Lynch Cove on Saturdays, Sundays, and holidays.  
(132) **Hawkins Point**. There are many obstructions surrounding the point. A dredged and marked 33-foot channel leads to a 720-foot-long cargo pier 0.4 mile northwestward of the point.  
(137) **Curtis Creek**. The creek is buoyed at critical points. 17 feet could be carried at midchannel to Arundel Cove.  
(138) **Cabin Branch** has depths of 17 feet or more to within 0.1 mile of a fixed bridge 0.4 mile above the entrance.  
(142) **Arundel Cove**. The Coast Guard yard is on the north side of the cove. A highway bridge 0.4 mile above the entrance to the cove has a clearance of 6 feet.  
(143) A depth of 13 feet can be carried up Curtis Creek from Arundel Cove to the forks 2.3 miles above the entrance. **Furnace Creek**, the west fork had depths of 11 feet or more for 0.8 mile, then shoals gradually to 4 feet at the highway bridge 0.4 mile farther up; the bridge has a clearance of 8 feet. **Marley Creek**, the middle fork had a controlling depth of 5 feet for 1.6 miles, thence 3½ feet to the fixed bridge 0.4 mile farther up; the bridge has a clearance of 9 feet.  
(147) **Colgate Creek** has a controlling depth of 2 feet. A depth of 24 feet can be carried to the Western Electric Wharf by using Dundalk West Channel.  
(148) The highway bridge 0.3 mile above the entrance has a clearance of 8 feet. The railroad bridge 0.8 mile above the entrance has a clearance of 5 feet; the swing span is inoperative and remains in a closed position.  
(156) Depths of 5 to 8 feet are at the outer ends of piers at the boatyards northwest of Ferry Bar. Gasoline, diesel fuel, slips, and marine supplies are available.  
(164) **Inner Harbor** has a marina on the south side with depths of 12 feet or more at the slips. Berths, electricity, gasoline, diesel fuel and some marine supplies are available.  
(165) A 6-knot **speed limit** is enforced in Inner Harbor.

# Table of Selected Chart Notes

Corrected through NM Aug. 30/08  
Corrected through LNM Aug. 26/08

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:15,000 at Lat. 39°14'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 10,000 foot intervals thus: --+-  
The last three digits are omitted.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

|                  |        |             |
|------------------|--------|-------------|
| Baltimore, MD    | KEC-83 | 162.400 MHz |
| Sudlersville, MD | WXK-97 | 162.500 MHz |
| Washington, DC   | KHB-36 | 162.550 MHz |
| (Manassas, VA)   |        |             |

## SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.387" northward and 1.128" eastward to agree with this chart.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

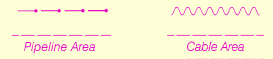
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

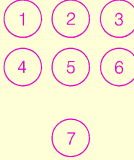
## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.  
Refer to charted regulation section numbers.

## ANCHORAGE AREAS

110.158 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta



GENERAL ANCHORAGES

DEAD SHIP ANCHORAGE

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](http://United States Coast Pilot).

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

|                   |                          |                        |                    |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green                  | Mo morse code          | R TR radio tower   |
| A/ alternating    | IQ interrupted quick     | N nun                  | Rot rotating       |
| B black           | ISO isophase             | OBSC obscured          | s seconds          |
| Bn beacon         | LT HO lighthouse         | Oc occulting           | SEC sector         |
| C can             | M nautical mile          | Or orange              | St M statute miles |
| DIA diaphone      | m minutes                | Q quick                | VO very quick      |
| F fixed           | MICRO TR microwave tower | R red                  | W white            |
| Fl flashing       | Mkr marker               | Ra Ref radar reflector | WHIS whistle       |
|                   |                          | R Bn radiobeacon       | Y yellow           |

Bottom characteristics:

|               |           |         |             |           |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral  | gy gray | Oys oysters | so soft   |
| bk broken     | G gravel  | h hard  | Rk rock     | Sh shells |
| Cy clay       | Grs grass | M mud   | S sand      | sy sticky |

Miscellaneous:

|  |                         |                      |                |
|--|-------------------------|----------------------|----------------|
| AUTH authorized  | Obstr obstruction       | PD position doubtful | Subm submerged |
| ED existence doubtful  | PA position approximate | Rep reported         |                |
| ① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.       |                         |                      |                |
| ② Rocks that cover and uncover, with heights in feet above datum of soundings. |                         |                      |                |

## TIDAL INFORMATION

| PLACE        | (LAT/LONG)        | Height referred to datum of soundings (MLLW) |                 |                |
|--------------|-------------------|--|-----------------|----------------|
|              |                   | Mean Higher High Water                       | Mean High Water | Mean Low Water |
| Fort McHenry | (39°16'N/76°35'W) | 1.7 feet                                     | 1.4 feet        | 0.2 feet       |

Dashes (---) located in datum column indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2008)

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

12281

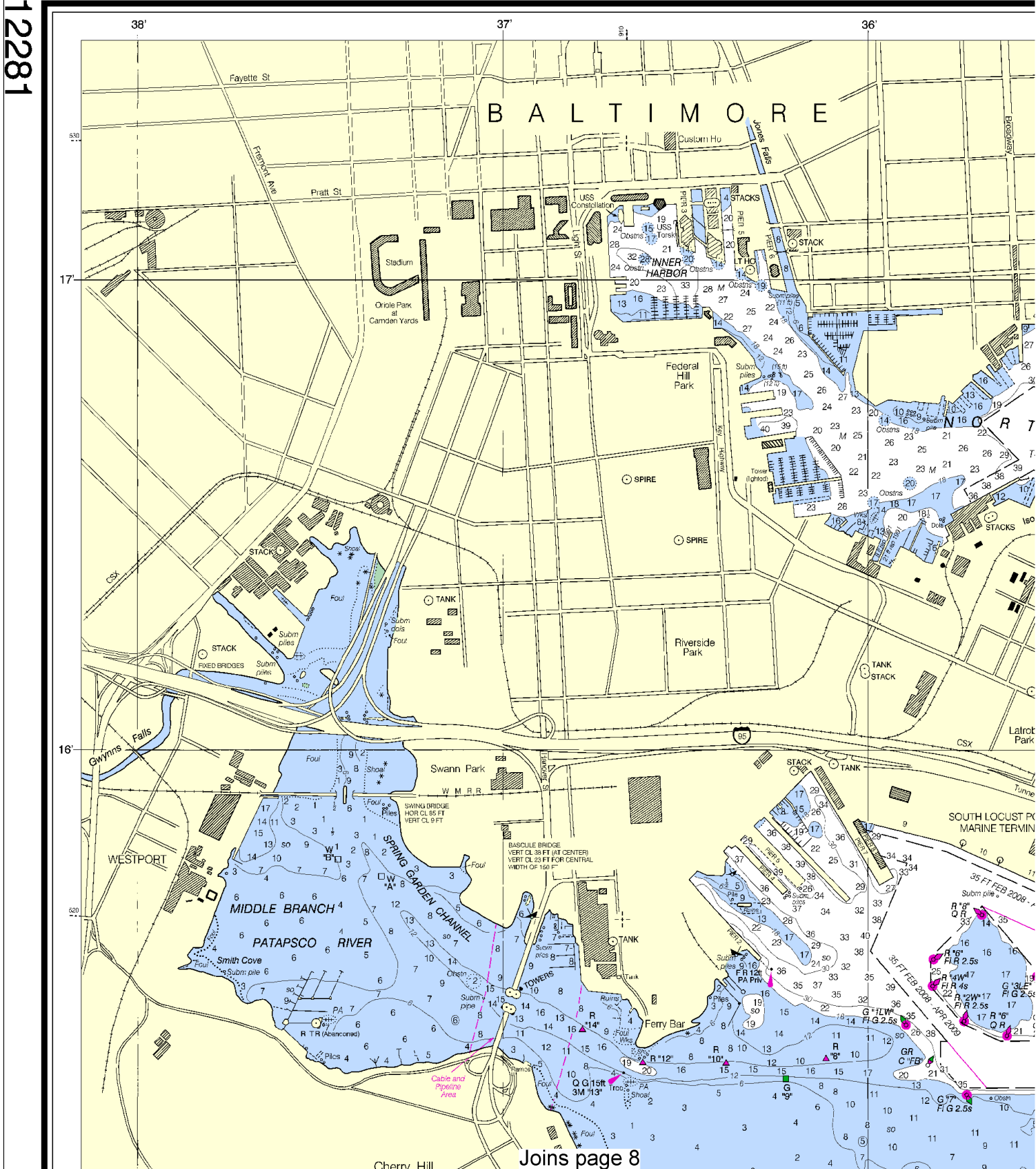
4



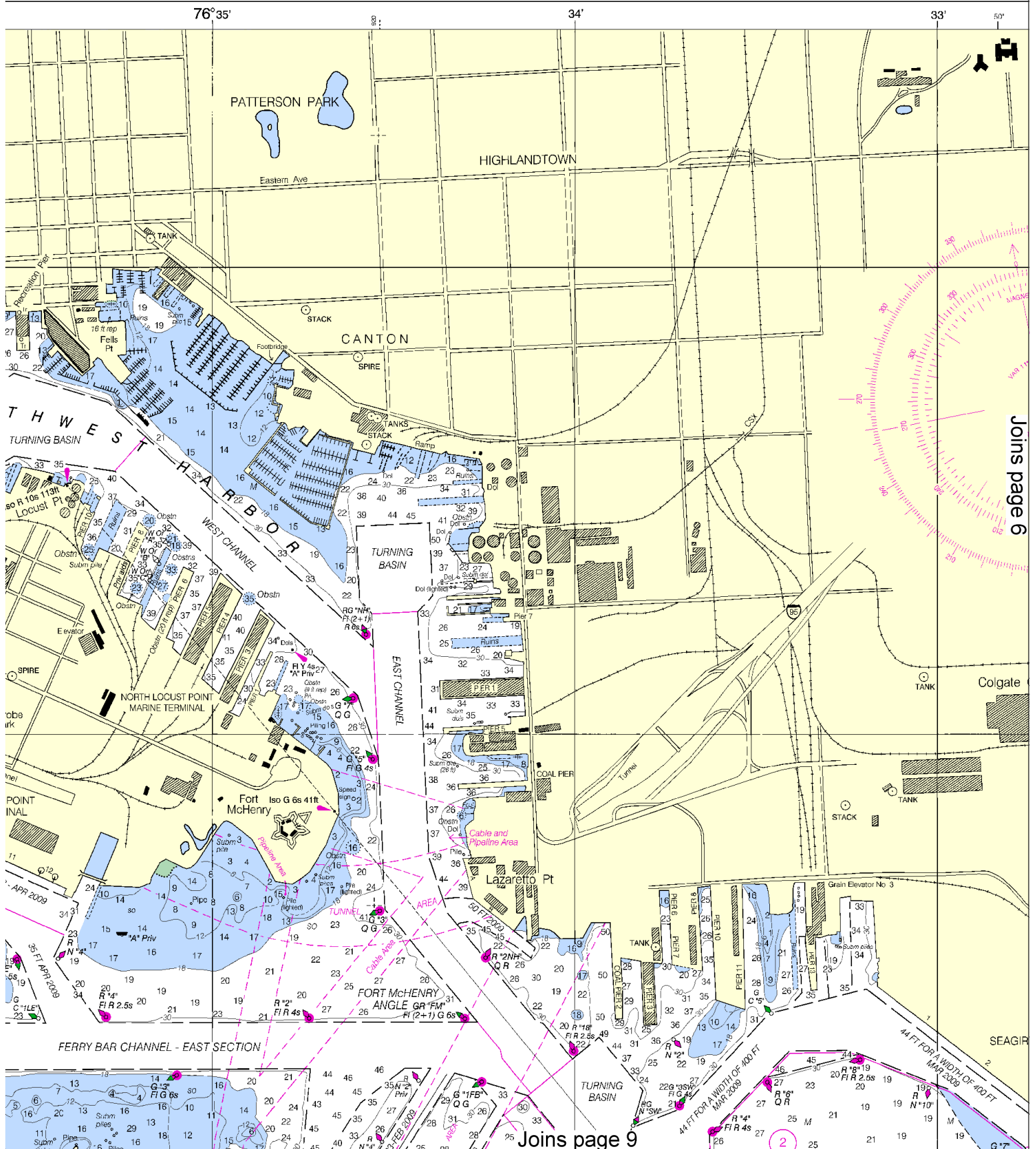
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

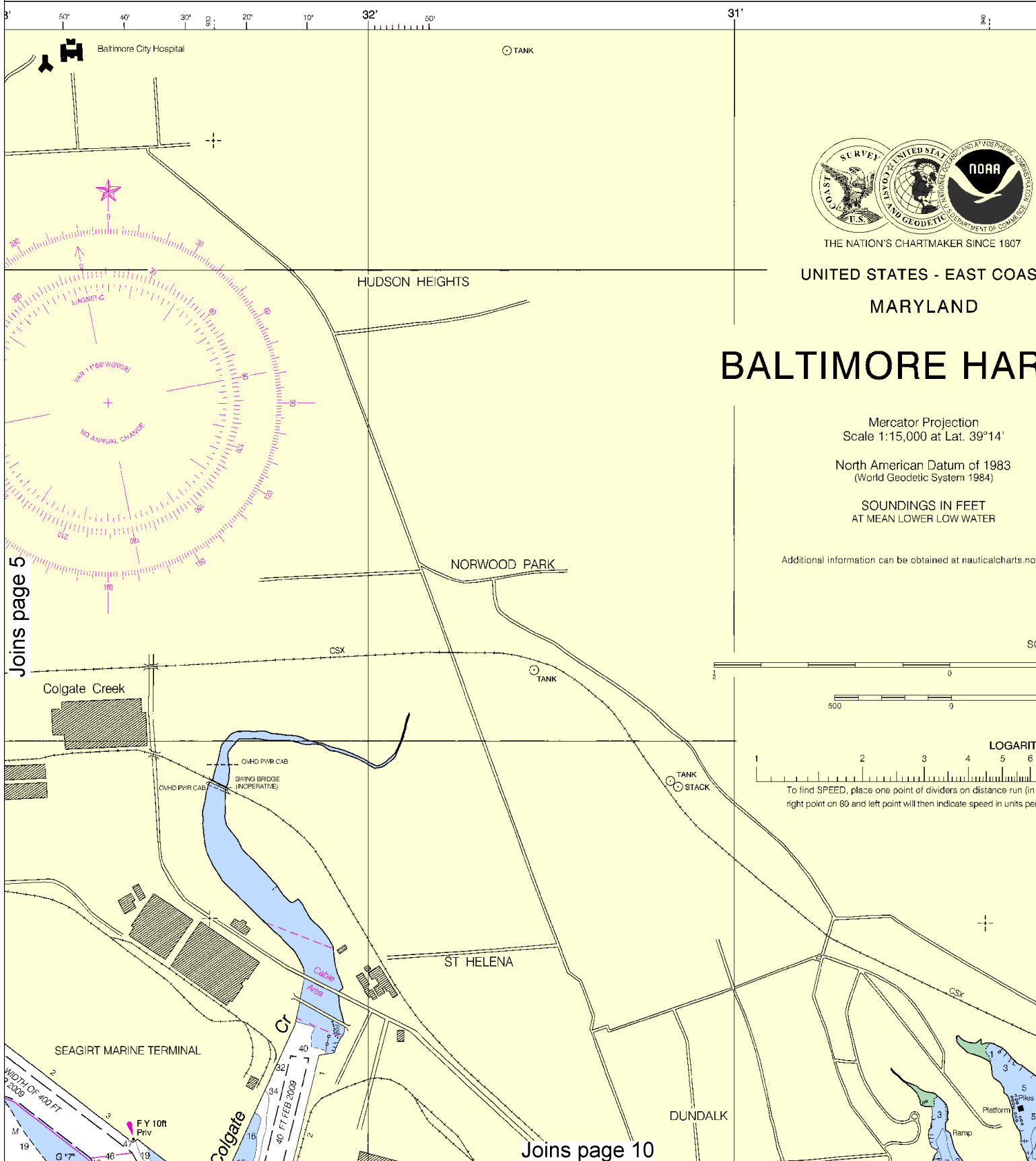
See Note on page 5.







This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:20000. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



6

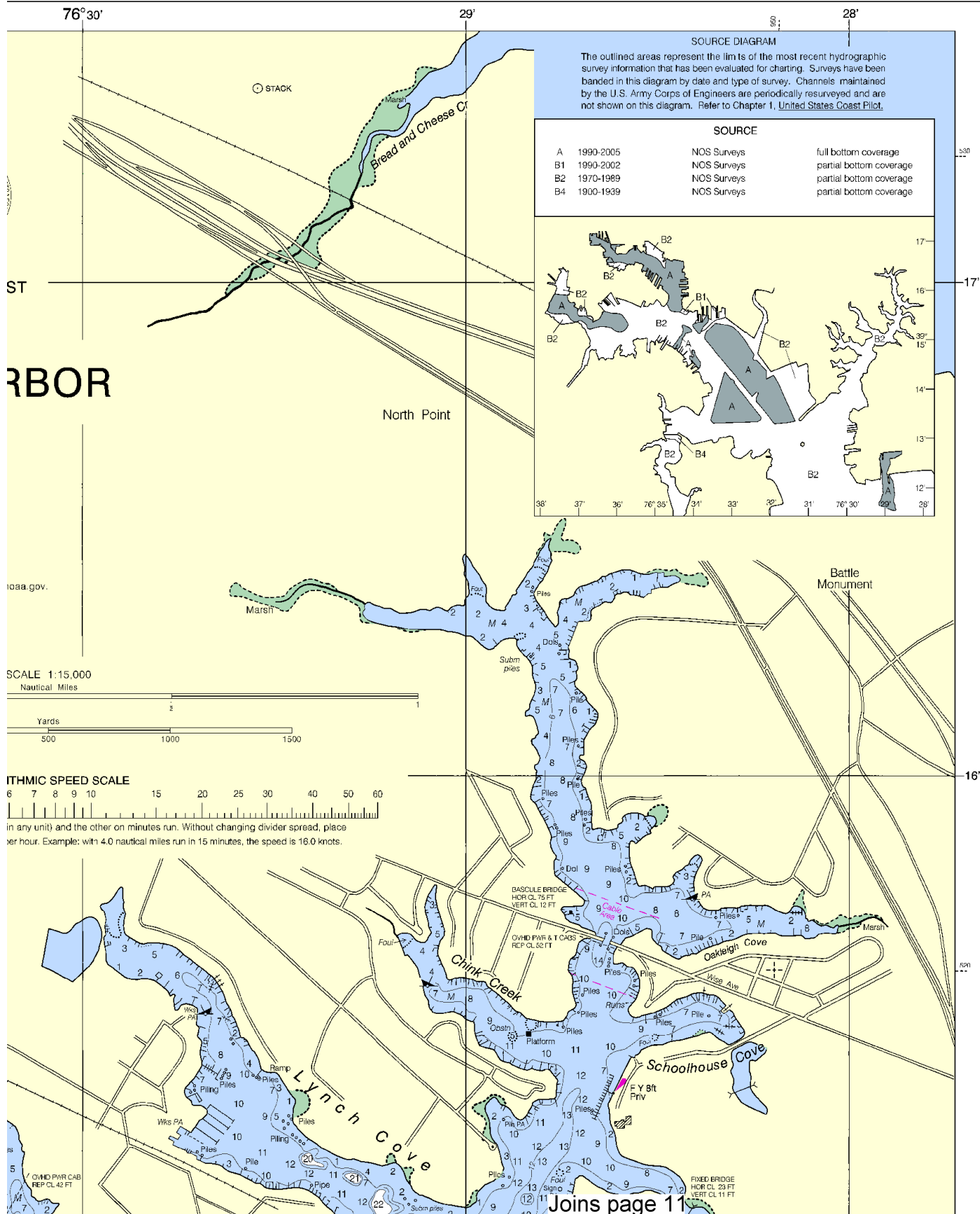


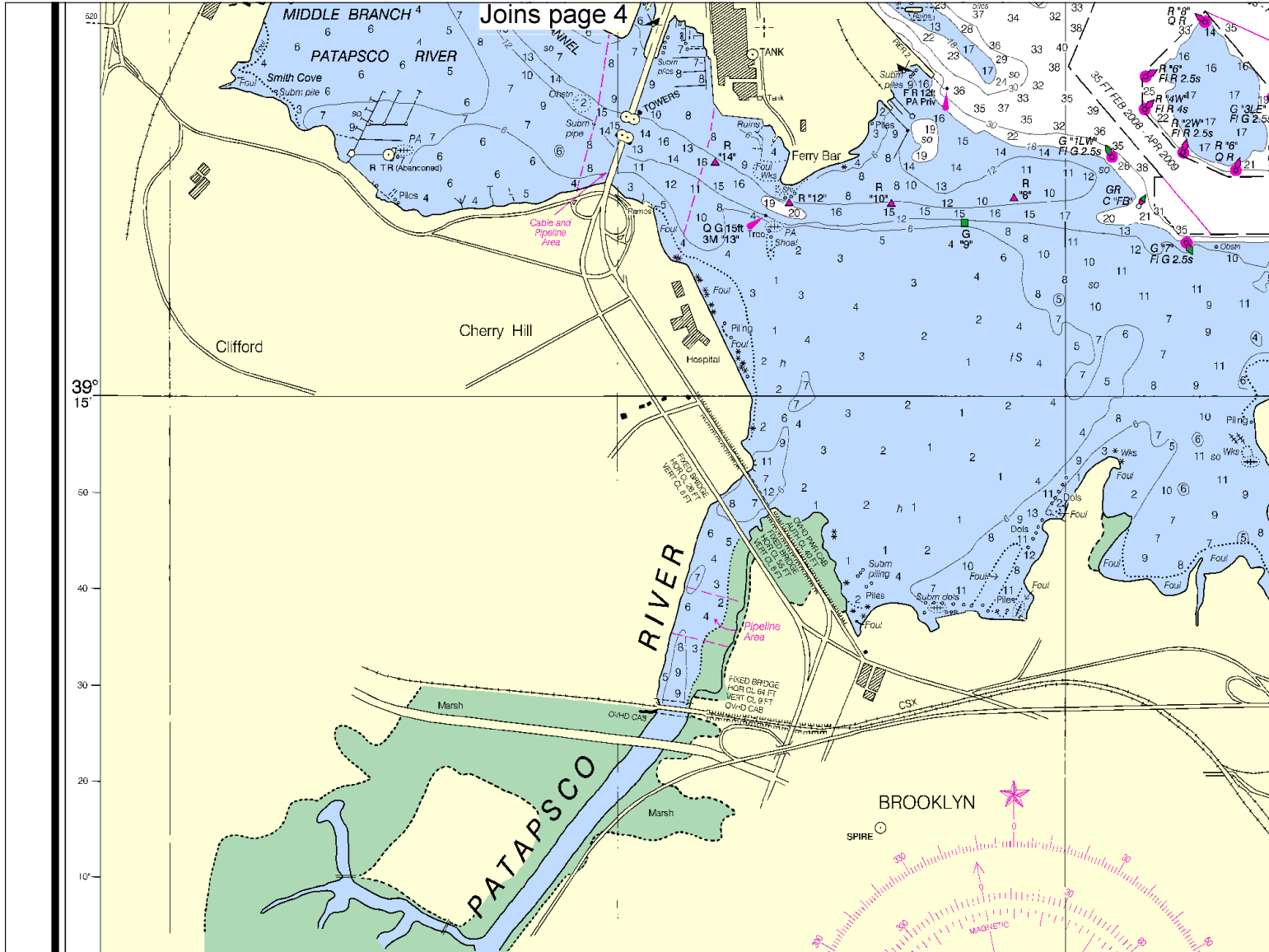
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.

Yards  
500 0 500 1000 1500





| BALTIMORE HARBOR CHANNEL DEPTHS  |                      |                     |                      |                       |                    |  |
|--|----------------------|---------------------|----------------------|-----------------------|--------------------|--|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2009 |                      |                     |                      |                       |                    |  |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) |                      |                     |                      |                       | PROJECT DIMENSIONS |  |
| NAME OF CHANNEL  | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY     | WIDTH (FEET) LENGTH (MILES) DEPTH (FEET) |
| BREWERTON CHANNEL  | 51.0                 | 51.0                | 51.0                 | 50.0                  | 4-09               | 700 3.50 50                              |
| BREWERTON ANGLE  | 48.8                 | 50.5                | 50.0                 | 49.5                  | 1-09               | 700-1460 1.10 50                         |
| FORT MCHEVRY CHANNEL   | 48.4                 | 50.3                | 50.5                 | 49.7                  | 1-09; 2-09         | 700 3.87 50                              |
| TURNING BASIN  | 50.5                 | 50.8                | 51.1                 | 49.9                  | 1-09               | 1280 0.23 50                             |
| FERRY BAR CHANNEL  | 35.4                 | 37.8                | 39.1                 | 34.9                  | 2-09               | 600 1.50 42                              |
| EAST SECTION   | 50.0                 | 49.0                | 48.0                 | 49.0                  | 3-09               | 400-1275 2.25 50                         |
| CURTIS BAY CHANNEL   | 40.8                 | 43.9                | 43.0                 | 41.2                  | 1-09; 2-09         | 600 1.26 49                              |
| NORTHWEST HARBOR   | 41.7                 | 46.9                | 47.2                 | 44.2                  | 1-09               | 600-950 0.21 49                          |
| EAST CHANNEL   | 39.6                 | 41.1                | 39.6                 | 38.5                  | 1-09               | 500 0.80 40                              |
| EAST CHANNEL TURNING BASIN   | 39.8                 | 39.6                | 39.0                 | 38.2                  | 1-09               | 800-1069 0.38 40                         |
| WEST CHANNEL   |                      |                     |                      |                       |                    |  |
| WEST CHANNEL TURNING BASIN   |                      |                     |                      |                       |                    |  |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.387" northward and 1.128" eastward to agree with this chart.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification or these aids has been omitted from this chart.

#### HEIGHTS

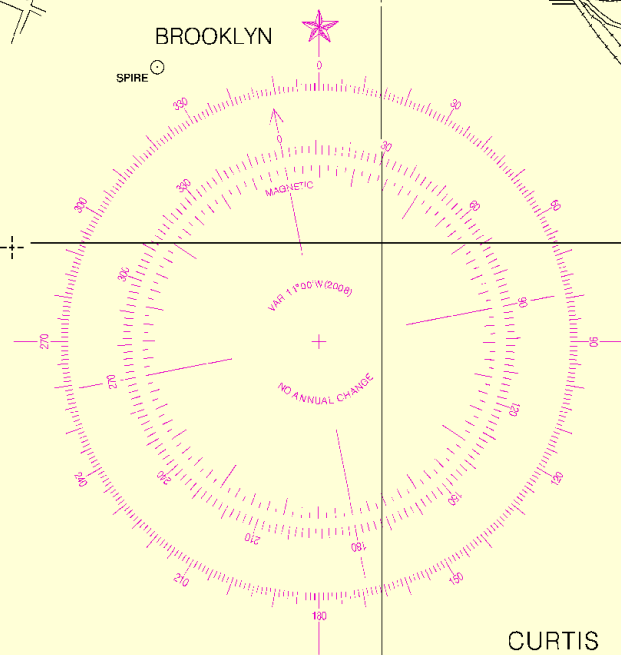
Heights in feet: above Mean High Water.

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

#### PLANE COORDINATE GRID

(based on NAD 1927)  
The Maryland State Grid is indicated on this chart at 10,000 foot intervals thus:  
The last three digits are omitted.



| CURTIS BAY AND CREEK CHANNEL DEPTHS                                    |                      |                        |                       |                |                    |                             |
|--|----------------------|------------------------|-----------------------|----------------|--------------------|-----------------------------|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2008 |                      |                        |                       |                |                    |                             |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) |                      |                        |                       |                | PROJECT DIMENSIONS |                             |
| NAME OF CHANNEL  | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET)       | LENGTH (MILES) DEPTH (FEET) |
| CURTIS CREEK   | 36.0                 | 35.6                   | 36.2                  | 8-08           | 200                | 0.54 35                     |
|  | 19.6                 | 20.6                   | 18.4                  | 8-08           | 200-390            | 1.09 22                     |
|  | 17.4                 | 16.7                   | 14.8                  | 8-08           | 200-400            | 0.55 20                     |

8



Printed at reduced scale.

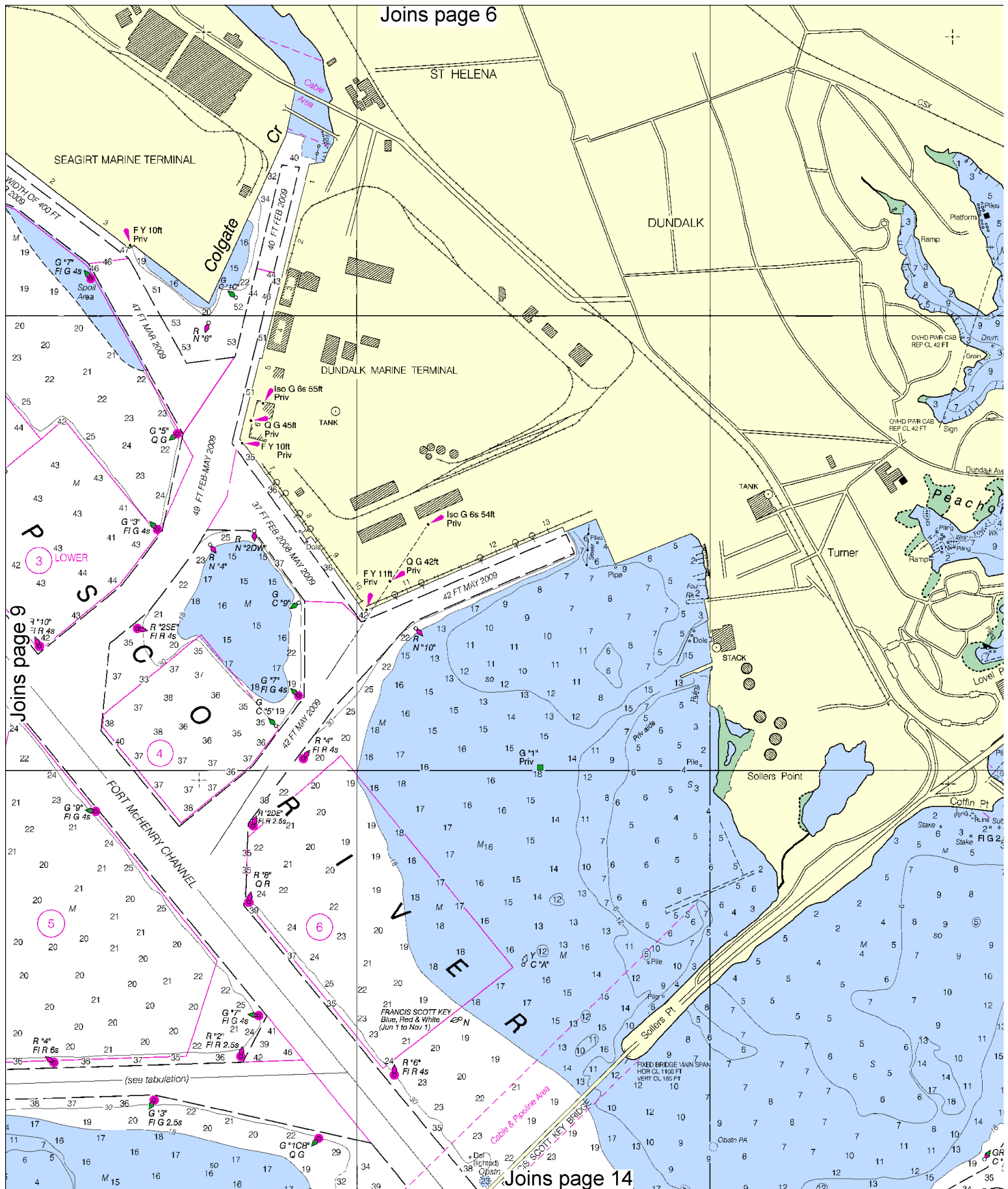
SCALE 1:15,000  
Nautical Miles

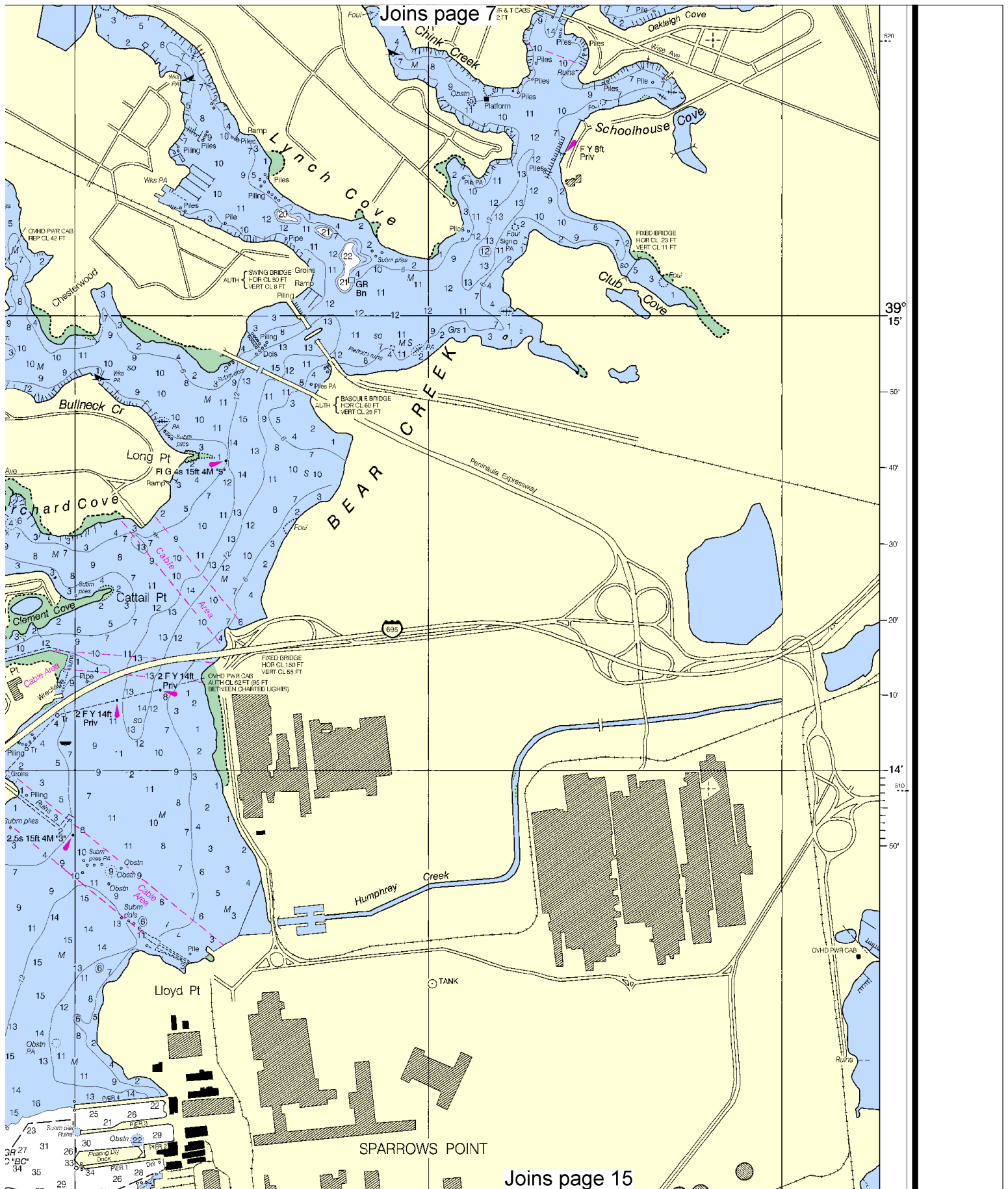
See Note on page 5.











Joins page 7

Joins page 15

39° 15'  
50'  
40'  
30'  
20'  
10'  
14'  
50'



|                            |      |      |      |      |      |          |      |    |
|----------------------------|------|------|------|------|------|----------|------|----|
| NORTHWEST HARBOR           | 40.8 | 43.9 | 43.0 | 41.4 | 1-09 | 800-1080 | 0.21 | 49 |
| EAST CHANNEL TURNING BASIN | 41.7 | 46.9 | 47.2 | 44.4 | 1-09 | 800-1080 | 0.21 | 49 |
| WEST CHANNEL               | 39.6 | 41.1 | 39.6 | 38.5 | 1-09 | 800-1080 | 0.80 | 40 |
| WEST CHANNEL TURNING BASIN | 39.8 | 39.8 | 39.0 | 38.2 | 1-09 | 800-1080 | 0.38 | 40 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

#### HORIZONTAL DATUM

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#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification or these aids has been omitted from this chart.

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD KEC-83 162.400 MHz  
Sudlersville, MD WXX-97 162.500 MHz  
Washington, DC KHB-36 162.550 MHz  
(Marassas, VA)

#### SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

#### TIDAL INFORMATION

| PLACE        | Height referred to datum of soundings (MLLW) |
|--------------|--|
| NAME         | (LAT/LONG)                                   |
| Fort McHenry | (39°16'N/76°35'W)                            |
|              | Mean Higher High Water                       |
|              | Mean High Water                              |
|              | Mean Low Water                               |
|              | feet   |
|              | feet   |
|              | feet   |

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2008)

#### ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical G green Mo morse code R TR radio tower  
Al alternating IO interrupted quick N nun Rot rotating  
3 black Iso isophase CBSC obscured s seconds  
Sn beacon LT HC lighthouse Oc occulting SEC sector  
C can M nautical mile Or orange St M statute miles  
DIA diaphone m minutes Q quick VO very quick  
F fixed MICRO TR microwave tower R red W white  
Fl flashing Vkr marker Ra Ref radar reflector WHIS whistle  
R Bn radiobeacon Y yellow

#### Bottom characteristics:

Bds boulders Co coral gy gray Oys oysters so soft  
bk broken G gravel h hard Rk rock Sh shells  
Cy clay Grs grass M mud S sand sy sticky

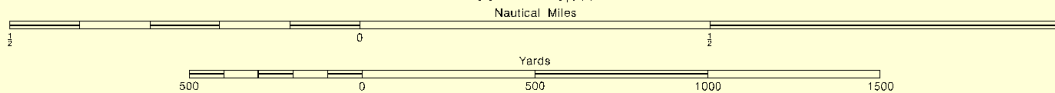
#### Miscellaneous:

AUTH authorized Obsn obstruction PD position doubtful Subm submerged  
ED existence doubtful PA position approximate Rep reported  
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SCALE 1:15,000



#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### CAUTION

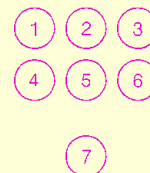
#### BASCULE BRIDGE CLEARANCES

For bascule bridges whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

#### ANCHORAGE AREAS

110.158 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta



#### GENERAL ANCHORAGES

#### DEAD SHIP ANCHORAGE

#### CURTIS BAY AND CREEK CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2008

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) |                      |                        |                       | PROJECT DIMENSIONS |              |                      |
|--|----------------------|------------------------|-----------------------|--------------------|--------------|----------------------|
| NAME OF CHANNEL  | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | DATE OF SURVEY     | WIDTH (FEET) | LENGTH (NAUT. MILES) |
| CURTIS CREEK   |                      |                        |                       |                    |              |                      |
| LOWER REACH  | 35.0                 | 35.5                   | 36.2                  | 8-08               | 200          | 0.54                 |
| MIDDLE REACH   | 18.6                 | 20.5                   | 18.4                  | 8-06               | 200-380      | 1.08                 |
| UPPER REACH  | 17.1                 | 16.7                   | 14.8                  | 8-06               | 200-100      | 0.55                 |

A. EXCEPT FOR SHOALING TO 12.5 FT AT 39°11'42.9"N 76°34'10.2"W

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia, or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

Refer to charted regulation section numbers.

52nd Ed., Aug./08 ■ Corrected through NM Aug. 30/08  
Corrected through LNM Aug. 26/08

12281

Printed at reduced scale.

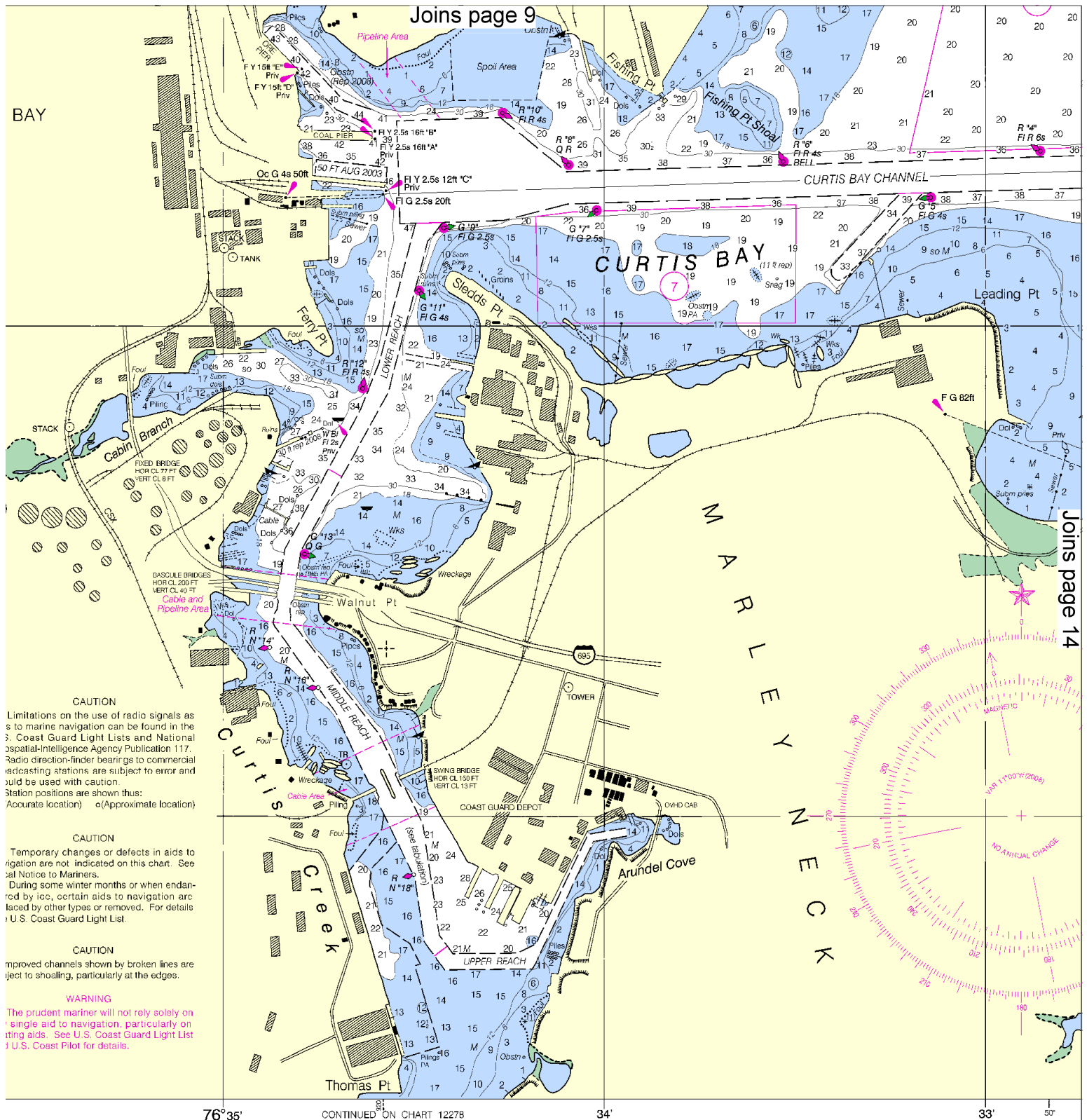
SCALE 1:15,000  
Nautical Miles

See Note on page 5.



12





**CAUTION**  
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Spatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
 (•) Accurate location (•) Approximate location

**CAUTION**  
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
 During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

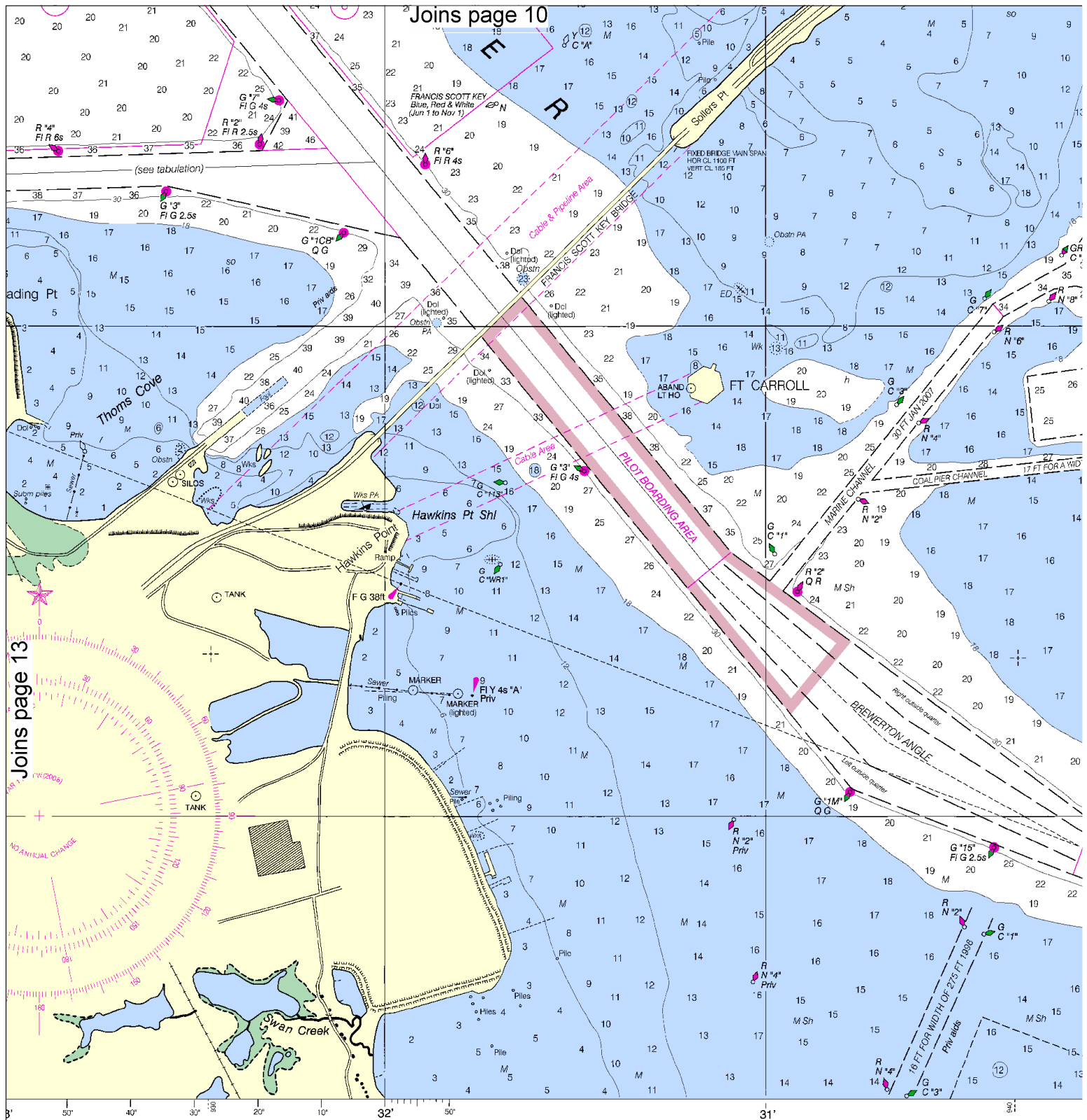
**CAUTION**  
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**WARNING**  
 The prudent mariner will not rely solely on a single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Navigation. The National Ocean Service, or comments for 2), National Ocean

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 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-6 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-684-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

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 NATIONAL OCEAN SERVICE  
 COAST SURVEY



at Washington, D.C.  
 DEPT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 COAST AND GEODETIC SURVEY

**SOUNDINGS IN FEET**

**14**



Printed at reduced scale.

SCALE 1:15,000  
 Nautical Miles

See Note on page 5.







## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Intership safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, harbors.

**Channel 16 – Emergency, distress and safety calls**

to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 800-418-7314/410-576-2525

**Coast Guard Annapolis** – 410-267-8108

**Coast Guard Little Creek** – 757-464-9371/9372

**Maryland Natural Resources Police** – 410-260-8888

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

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**Official U.S. Coast Pilot®** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Coast Survey Navigation Managers** – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).



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